

different from these governing mere story-writing and the philosophy of events. The present enthusiasm for biographical reading of all kinds could easily be used with a little intelligence to give this department of literature the permanency it deserves; it all depends upon how persistently literary complacency blocks the way.

JAMES C. JOHNSTON

TRADE AND COMMERCE IN VIRGINIA

PART ONE

I. *What the Children Did*

- A. They solved the following problems.
 1. How early trade in Virginia affected the location of cities:
 - a. Trade with the Indians¹
 - b. Trade among the colonies²
 2. How the following factors influenced the growth of cities:³
 - a. Location on navigable rivers, fall lines, oceans, railroads, and highways
 - b. Accessibility to raw materials, markets, and labor
- B. On hectograph maps of Virginia they located:
 1. Cities studied as types:⁴
Harrisonburg, Roanoke, Lynchburg, Danville, Richmond, Norfolk, Newport News, and Hampton
 2. Surface features influencing location and growth of Virginia cities:⁴
 - a. Brocks Gap, Swift Run Gap, Shenandoah Valley, Valley of Virginia, James river, Rappahannock river, York river
 3. The main railroads of Virginia:⁵
 - a. The Southern, the Norfolk and

Western, the Chesapeake Western, the Virginian, the Seaboard Air Line, and the Baltimore and Ohio

Children wrote for folders from each railroad.

4. National Highways crossing Virginia:⁶

a. Lee, Jefferson, and Dixie

- C. They collected pictures to illustrate:

1. The surface features studied
2. The resources studied
3. The scenes on highways studied
4. The scenes on rivers studied
5. The scenes of industries studied
6. The means of transportation of today and earlier times

- D. They visited a warehouse and a bank

II. *Abilities Selected for Emphasis*

- A. In English I stressed correct form in writing a business letter.
- B. In reports I stressed correct usage in sticking to the point.
- C. In map-making I stressed complete legends, and accurate location of cities, rivers, railroads, and highways.

III. *Information Gained*

- A. They learned why we trade and the relationship of trade and commerce.
 1. Trade occurs when we want something others have and they want what we have.
 2. Trade is the giving of one thing for another. Commerce is trade on a large scale.
- B. They learned how highways influence our trade and commerce.
 1. Transportation by trucks is cheaper and quicker than by railroads.
 2. Transportation by trucks causes less damage to goods.
 3. Transportation by trucks is more convenient for towns not situated near the railroads.
- C. They learned that the following factors influenced the location of cities:

¹Otis, *Richard of Jamestown*, p. 29-30; 135-138. Smith, *Our Virginia*, p. 3.

²Rocheleau, *Transportation*, pp. 34-40.

³McMurry and Parkins, *Elementary Geography*, pp. 17-26; 119.

⁴Frye-Atwood, *New Geography*, p. 123.

⁵Smith, *Our Virginia*, p. 30.

⁶Rand McNally, *Pocket Map of Virginia*.

1. The main reason for the location of cities is a break in transportation.
 - a. Wherever commercial products are unloaded, reshipped, or stored, there is a break in transportation. At the place where the break occurs people are required to handle the goods and to provide for storage. The goods may change ownership at this place of transfer, thus requiring a bank to take care of the money. Also many people are needed to keep stores, build houses, and do many other kinds of work.
 - b. Breaks in transportation are of three kinds: (1) between two kinds of water transportation, for example, Norfolk; (2) between two kinds of land transportation, for example, Roanoke; (3) between land and water transportation, for example, Richmond.
 - c. The transportation routes may be railroads, rivers, oceans, highways, or even wagon roads leading from villages to the nearby farms.
 - d. Transportation routes are influenced by mountain gaps, fall lines, and valleys.
2. Navigable rivers with valleys high enough to prevent flooding during high water offer excellent locations for cities.
- D. They learned that the following factors influenced the growth of cities:⁷
 1. Cities located on the fall lines of rivers furnish trading centers for the areas above and below the fall line. Cities located on navigable rivers have the benefit of cheap transportation; those located on swift rivers have the advantage of water power.
2. The growth of a city is largely determined by its industries. The growth of its industries depends upon access to raw materials, access to market for its surplus products, and the ease with which labor can be secured. Cities are accessible to market and raw materials only when they are located on railroads, highways, navigable rivers or oceans.
- E. In map-reading they learned to use symbols for the following: cities, capitals, rivers, railroads, and highways.
- F. They learned how Virginia cities illustrate location and growth through the above principles.
 1. Reasons for the location and growth of the children's home town, Harrisonburg.
 - a. Main street in Harrisonburg was once a buffalo trail running north and south through the Valley of Virginia. The trail used by the Indians going from Swift Run Gap to Brocks Gap crossed this buffalo trail where Harrisonburg stands today. A spring near the intersection caused this spot to be used as a camping ground by the Indians and later by the early settlers. From this a trading post developed which later grew into a town.
 - b. Harrisonburg is located in the Shenandoah valley midway between the Blue Ridge and the Allegheny mountains. It is on the Lee highway which runs from Washington, D. C., to California.
 - c. At Harrisonburg there is a break between two classes of land transportation; first, rail-

⁷*Journal of Geography*, February, 1925, p. 56; McMurry and Parkins, *Elementary Geography*, pp. 17-19; 24-26.

roads and highways, railroads and railroads, and railroads and wagon roads; second, wagon roads and highways. The Southern railway connects with the Chesapeake-Western at Harrisonburg; the Chesapeake-Western connects with the Norfolk and Western at Elkton.

- d. Harrisonburg gets its food from its rich farming district. There is a surplus of farm products which can be shipped to northern and southern markets. For example, flour made from wheat sold by the farmers to the Rockingham Milling company is sold to various cities in North Carolina. Apples and chickens retailed in Harrisonburg are wholesaled in northern markets.
- e. Rockingham county, of which Harrisonburg is the county seat, stands second among the counties of Virginia in the total value of its dairy products, which in 1919 were estimated at \$86,401. Most of the dairy products are handled by the Valley of Virginia Co-operative Milk Producers Association. The county likewise ranks high in poultry products. Here is located the largest commercial hatchery in the South; Massanutten Farms Hatchery, Incorporated, has an annual product valued at about \$75,000; another company, the Harrisonburg Hatchery, Incorporated, has an annual output of about \$30,000. Grain raised locally keeps three mills busy. The value of the annual product is more than \$415,000. Two important clothing manufacturers are the

Stehli Silk Mills and the Wise Brothers Shirt factories. The Central Chemical Company has an annual product of \$94,674 worth of fertilizer. The American Black Marble Corporation has an annual product of \$25,000. The apple industry is a growing one. The annual running expenses of The State Teachers College amounts to about \$268,581.⁸

- f. Harrisonburg uses steam and electric power for its industries. It gets its water supply from Rawley Springs, twelve miles away in the Allegheny mountains.
- g. With a rich hinterland its retail stores would easily do credit to a town twice its size. There are many contractors to build houses. Harrisonburg has three banks—The First National, The Rockingham National, and Peoples National, to take care of its money and finance its progress.

NOTE: Compare other Valley towns with Harrisonburg.

2. Reasons for the location and growth of Richmond.

- a. Richmond is located on the fall line of the James river. Before railroads were built the easiest way to travel was along navigable rivers. This early resulted in a trading post on the fall line of the James at the present site of Richmond.
- b. Richmond has a break in transportation between two classes of land transportation, and between land and water transportation.
- c. Since it is on a navigable river

⁸Let's Go, p. 19. *Harrisonburg Chamber of Commerce Bulletin.*

and has six railroads, it is within easy reach of a market for its surplus products. Raw materials come into Richmond from all parts of the state and other states and countries by boats, trains, automobiles, and wagons.¹⁰

- d. Richmond has nearly 100 different kinds of factories, the most important of which make tobacco, iron, flour, and wood products. The James river furnishes power for many of these factories. These factories furnish employment for much of its large population, 171,667.^{9, 11}
- e. Tidewater furnishes Richmond with the following foods: fish, oysters, peanuts, small fruits, and truck-garden products. Some marketed through Richmond are: lumber from Dismal Swamp and oyster shells for road building and other uses.¹⁰
- f. Since Richmond is the capital of the state many people are attracted there for its social and political life. The Medical College of Virginia, The University of Richmond, Westhampton College, and the Union Theological Seminary are large schools in the city. Union University, a school for Negroes, is also located there.

NOTE: Lynchburg and Danville should be studied in comparison with Richmond.

3. Reasons for the location and growth of Norfolk.

- a. Seaports develop where there is a good natural harbor near a rich hinterland from which transportation lines lead far into the interior of the country. Norfolk, located on the Elizabeth river, a few miles from Hampton Roads, has the deepest, largest, and safest harbor on the Atlantic coast. Hampton Roads empties into the Atlantic ocean by way of the Chesapeake bay. Norfolk is the largest seaport in Virginia. It is here that ships can get cotton and coal to carry to foreign countries.¹²⁻¹³
- b. Since it is connected with the North, the South, and the West by many railroads and is located on Hampton Roads, it is within easy reach of a market for its products both at home and abroad. Cotton, lumber, fish, shingles, staves, juniper logs, and railroad ties are sent to Norfolk through Albemarle and Chesapeake canal, and the Dismal Swamp canal. Norfolk can get most of its food from the rich truck farming region of Tidewater.¹³
- c. It requires many people in this city to load and unload the ships and trains which come into the city. Many people are needed to take care of the money in the banks. Many people are needed to keep stores to supply these people with food and clothing. Nor-

⁹McMurry and Parkins, *Elementary Geography*, pp. 19; 24-25; 119.

¹⁰Smith, *Our Virginia*, pp. 37-39.

¹¹Chamber of Commerce Bulletin, Richmond, Virginia.

¹²Frye-Atwood, *New Geography*, Book 2, p. 9 of supplement.

¹³Smith, *Our Virginia*, p. 22.
McMurry and Parkins, *Elementary Geography*, pp. 19; 119.
Rocheleau, *Transportation*, pp. 34-40.
The Journal of Geography, Sept., 1925, pp. 234-237.

folk has all of these.

NOTE: Newport News and Hampton can be studied in comparison with Norfolk.

PART TWO

Introducing the Educational Unit

Since the approach to a unit gives trouble to so many teachers the method we used is outlined below.

The main method used was a first hand investigation of Harrisonburg's trade conditions. The class was led to take the following steps in order to have them so sense the meaning of a break in transportation that they could set up problems concerning Harrisonburg, and then concerning other Virginia cities.

A. Make a list of:

1. Products from Rockingham county sold in Harrisonburg.
2. Products of Rockingham county and Harrisonburg sold outside of the Valley.

B. Find out:

1. How products are shipped in and out of Harrisonburg. Be able to sketch the highways and railroads on a map of the Valley.
2. What products are unloaded, stored, or reshipped in Harrisonburg.

By this time the class saw that Harrisonburg meets a real need as a distributing center for its district; this led to inquiries concerning the other Virginia cities.

BIBLIOGRAPHY

1. Children's:

- Frye-Atwood, *New Geography, Books One and Two*, Ginn and Co., N. Y.
Harrisonburg Chamber of Commerce Bulletin.
Let's Go, Business Woman's Club State Magazine, Norfolk.
 McMurry and Parkins, *Elementary Geography*, Macmillan Co., N. Y.
Richmond Chamber of Commerce Bulletin.
Norfolk Chamber of Commerce Bulletin.
 Smith, *Our Virginia*, States Publishing Co., Richmond, Va.

2. Teacher's:

- The Journal of Geography*, Feb. and Sept., 1925, Rand McNally, Chicago, Ill.

Rocheleau, *Transportation*, A. F. Flanagan Co., Chicago, Ill.

ELIZABETH P. COX
 PAMELIA ISH

ESSENTIAL STEPS IN A COURSE IN HOME MAKING

I. AIM

To provide a course in home making that will fit the girl or woman taking it to conduct her own home in accordance with "good" American standards.

II. ELEMENTS

1. Levels—high, medium, low
2. Equipment
3. Health
4. Housing
5. Economic
6. Social

III. PROBLEMS TO BE SOLVED

1. What should be the field to be covered? In this field what should be the responsibilities, as—
 - a. Major responsibility — management.
 - b. Minor responsibility—provision of food, etc.
2. How shall these responsibilities be regulated on a time basis to give the desired skills, related technical studies, and social studies?

IV. CONDITIONS

Laboratory, supplemented by home or other available agency.

V. TIME

Three months.

VI. THE "CASE METHOD"

1. Case A

Young women of high level of intelligence who expect to be married. Have had no training in homemaking problems. Have boarded or lived at home while working and have some appreciation of right living, good cooking, well served meals, clean rooms, etc. No age level. Full time.